mteritis.

## VITAL STATISTICS-OCT. 2.

Births.

W. G. and - Wall, 1212 Union, gir! Henry and Hetta Reed, Sherman drive, girl. Charles and Eliza Poland, 3228 West Washfenry and Kate Andrews, 2112 Ringold, girl. Eugene and Mary Beuhler, 1620 North New Jer-Luther and Cassle Yancey, 50 North Tacoma, John and - Thornbro, 1308 Sheffield, boy. A. F. and Estella Eiteljorg, 132 East St. Joe,

Marriage Licenses. William C. Henderson and Jennie Ashby. Morris Spero and Essie Ferguson.

Deaths. Burton Malthy, three years, 2115 Windall, Richard Herford, one year, 1809 Thilby, gastro-

### DIED.

CURRIE-Mrs. Mary P. Currie, .in Cincinnati, O., Oct. 1, 1903, aged seventy-two years. Funeral at Crown Hill Cemetery at 12:30 to-day.

## MONUMENTS.

MONUMENTS-A. DIENER, 440 E. Washington. Tel. 2525. Branch works E. entrance Crown Hill. MONUMENTS-M. H. Farrell, 241 West Washngton st. New 'Phone 2418.

FUNERAL DIRECTORS.

TUTEWILER & SON, Undertakers, 125 W. Market st. Tel. 216. New 1184. ADAMS & KRIEGER. Main 1154. Funeral directors, 159 N. Ill. Lady attendant. JOHNSON, HASSLER & GEORGE, 357 Massa-chusetts av. New 'Phone 963. Old Main 1430. FRANK A. BLANCHARD, Undertaker, 153 1 elaware st. Lady attendant. Both 'Phones 411.

JOURNAL BUSINESS DIRECTORY.

BERTERMANN BROS., 241 Mass. av., 228 N. Del. st. Tel. 840 BALE AND LIVERY STABLES-HORACE WOOD. (Carriages, Traps, cards, etc.) 25 Circle. Tel. THE PEERLESS FOUNDRY, 710-18 E. Mar. land, manufactures stove repairs and do repair-

FOR RENT-ROOMS.

POR RENT-For manufacturing or storage, choice of one or two or three floors; 75,000 square feet; well-lighted brick building, with elevator; central location. THE MILLER OIL

FOR RENT-No. 3746 N. Meridian st.; excellent country home. J. S. CRUSE, 116 E. Market st.

WANTED-MALE HELP.

WANTED-Boys for the American District Teleraph Company. 21 South Meridian st. WANTED-For U. s. army, able-bodied, unmar-ried men, between ages of 21 and 35, citizens of States, of good character and temperate who can speak, read and write English. For information apply to Recruiting North Illinois st., Indianapolis, Ind. WANTED-Boys to work up Sunday Journa Two cents' profit on every paper sold. customers are easily obtained since the four-page comic and one four-page home supple-ment—twice as many pages in color as any other Indianapolis, paper furnishes. 36 to 40 pages every Sunday.

Papers can be bought at the of f the following substations: Bassett, 904 Massachusetts av. Hoshour, 22d and College av. Scott, 16th and Illinois sts. Coval, 1618 E. Washington. Vail, 1044 Virginia av. Neff, 1339 Shelby. Neer, 940 S. Meridian.

### WANTED-AGENTS.

ott, New York and Bright.

WANTED - FIRST-CLASS LADY AGENTS; SALARY AND COMMISSION. CALL BE-TWEEN 12:30 AND 2 P. M. AND AFTER 6:30. ADAMS, 432 N. ILLINOIS ST. WANTED - FIRST-CLASS HOUSE-TO-HOUSE AGENTS; SALARY AND COMMISSION. ALL BETWEEN 12:30 AND 2 P. M. AND AFTER 6:20. F. ADAMS, 432 N. ILLINOIS ST.

WANTED-FEMALE HELP. WANTED-Housemaid. 1325 N. Penn.

NOTICE.

NOTICE-Up-to-date FURNACES guaranteed to heat. Tip and galvanized iron works. ROL-LYN HAWKINS, 114-116 Virginia av., the man who never sits on the fence.

## FRANK G. KAMPS, JR. fish and oyster market; prompt delivery Alabama st. 'Phones: New 3347; old, Mai

NOTICE-JOSEPH GARDNER, galvanized from cornices and skylights; tin, iron, steel and slate roofing and hot air furnaces. 29 Kentucky ave. Telephone 322. NOTICE-Acme paper, paint and fresco cleaners that clean all qualities of wall covering ithout streaking or mottling the walls. You can see our work anywhere. HENRY TAYLOR & CO., 608 N. Senate av. New 'Phone

a large-size \$1 bottle of KO MO WA HOO. The great blood and nerve tonic, at Huder's pharmacy, No. 2 (Sloan's old stand), 22 West ngton st., Indianapolis, Ind.

NOTICE-From now until Nov. 11 25c will buy

MEDICAL.

BLISS NATIVE HERBS Sold at 255 West Washington street.

PHYSICIANS.

PHYSICIAN-Dr. J. B. Kirkpatrick, specialist female, rectal and genito-urinary diseases; con-ultation free. 31 E. Ohio st.

LEGAL ADVERTISEMENTS.

NOTICE OF APPOINTMENT. Notice is hereby given that the undersigned as duly qualified as administrator of estate of George Eaker, late of Marion county, Indiana,

ceased. Said estate is supposed to be solvent. NOTICE OF APPOINTMENT.

Notice is hereby given that the undersigned as duly qualified as administrator of estate of nna M. Boggs, late of Marion county, Indiana, ceased. Said estate is supposed to be solvent. No. 5953. GEORGE T. CARLETON.

NOTICE OF APPOINTMENT. Notice is hereby given that the undersigned is duly qualified as administrator of estate of the Gelm, late of Marion county, Indiana,

Said estate is supposed to be solvent.
MICHAEL GALM. NOTICE TO HEIRS, CREDITORS, ETC. In the matter of the estate of John M. Spann,

n the Marion Circuit Court, October term, 1903 otice is hereby given that Sarah L. Spann, executrix of the estate of John M. Spann, eased, has presented and filed her account and ers in final settlement of said estate, and at the same will come up for examination and ction of said Circuit Court on the 10th day of ctober, 1903, at which time all heirs, creditors r legatees of said estate are required to appear court and show cause, if any there thy said account and vouchers should not be approved. And the heirs of said estate are also by required, at the time and place aforesaid. to appear and make proof of their heirship

SARAH L. SPANN. NOTICE TO BEIRS, CREDITORS, ETC. In the matter of the estate of Hamline Schmid

n the Marion Circuit Court, October term, 1903, tice z hereby given that Amelia S. Andrew, administratrix of the estate of Hamiline account and veuchers in final settlement of estate, and that the same will come up for nation and action of said Circuit Court on he 17th day of October, 1963, at which time all creditors or legatees of said estate are reto appear in said court and show cause, there be, why said account and vouchers should not be approved. And the heirs of said extate are also hereby required, at the time and ee aforesaid, to appear and make proof of AMELIA S. ANDREW

CLEVELAND, CINCINNATI, CHICAGO & ST. LOUIS RAILWAY COMPANY. Stockholders' Meeting.

The annual meeting of the stockholders of this moany, for the election of directors, and to action upon the question of guaranteeing 000 of bends of the Chicago, Indianapolis & t Louis Short Line Railway Company, in conderation of an operating contract over said Also of guaranteeing \$2,000,000 of bonds of the Central Indiana Railway Company; Also of guaranteeing \$300,000 of bonds of the oringfield Union Depot Company, the proceeds be used for the purpose of erecting a Union nation and Passenger Depot at Springfield. And for such other business as may come fore the meeting, will be held at the office of the

nnati. Ohio, on Wednesday, October 28, 1903. at 10 o'clock 2. m. The stock transfer books will be closed at the office of Messrs. J. P. Morgan & Co., No. 23 Wall street, New York, at 3 o'clock p. m., Thursday, October \$, 1903, and reopen at to o'clock a. m. Friday, October 30, 1903.

12. F. OSBORN, Secretary. on the fat of the land. "Incinnati, September 15th, 1908.

SUNDAY CHURCH SERVICES.

Baptist. FIRST BAPTIST CHURCH-Northeast corner of New York and Pennsylvania streets. The Rev. Thomas J. Villers, D. D., pastor. Bible school, 9:30 a. m. Preaching by the pastor at 11 ion and reception of new mem bers. B. Y. P. U., 6:30 p. m. Evening service 7:30 p. m. Sermon by the pastor. Midweel Thursday evening. The public cordially invited. Travelers and strangers specially welmed to all of our services.

Christian Scientist.

FIRST CHURCH OF CHRIST, SCIENTIST OF INDIANAPOLIS-Services at 10.45 a. m. Sunday school at 3:30 a. m. Wednesday evening meeting at 9 o'clock at the Propylagum on North st., opposite Blind Asylum. Reading room open to the public from 15 a. m. to 4 p. m., every day except Sunday. Room 17. Lombard building. 24 E. Washington st. SECOND CHURCH OF CHRIST, SCIENTIST-Services: Sunday morning, 10:30. Subject: "Is Sin, Disease and Death Real?" Sunday school, 9 a. m. Wednesday evening meeting, o'clock, Shortridge High School, corner of Pennsylvania and Michigan streets. Reading room, 321 Lemcke building. Open week days, 9 a. m. to 4 p. m.

#### Methodist.

CENTRAL-AVENUE METHODIST EPISCO-PAL CHURCH-Corner of Central avenue an I weifth street. Sermon at 10:45 a. m. by the pastor, the Rev. Hiram W. Kellogg, D. D. Topic: "The Programme of Fate." Sunday school, 9:29 a. m. Epworth League, 6:30 p. m. Evening service suspended on account of dedication of First Presbyterian Church. MERIDIAN-STREET METHODIST EPISCO-PAL CHURCH-Preaching at 10:45 by the pastor, the Rev. Joshua Stansfield, D. D. Jesus, the Son of God." In the evening the subject will be "The Parable of the Seed," the first of a series of Sunday evening sermons on ome parables of our Lord.. Sunday school at 9:30 a. m. Epworth League at 6:30 p. m. Midweek prayer service at 7:45 p. m. Thursday. Dr. De Motte's Bible class for the deaf at 9:30 every

ROBERTS PARK M. E. CHURCH-Delaware and Vermont streets. The Rev. Albert Hurlstone, D. D., pastor. Class meetings, 9 a. m. Sunday school, 10 a. m. Preaching by the pastor at 11 a. m. and 7:45 p. m. Epworth League at 6:30 p. m. You are cordially invited to all

Sunday in the auditorium of the church.

#### Presbyterian.

FIRST PRESBYTERIAN CHURCH-Southeast corner of Delaware and Sixteenth streets. The Rev. M. L. Haines, D. D., pastor. The dedica-tion of the new church edifice will take place to-morrow at 11 a. m. Sermon by the Rev. Herrick Johnson, D. D., of Chicago. At 7:45 p. m., union services, with addresses by the Rev. H. W. Kellogg, D. D., the Rev. J. Cumming Smith, D. D., and the Rev. Thomas J. Villers. Bible school at 9:30 a. m. Society Christian Endeavor at 6:30 p. m. Midweek prayer and conference meeting on Thursday evening at 7:45 o'clock. A cordial welcome to

SECOND PRESBYTERIAN CHURCH-Corner . m. and 7:45 p. m. Organ recital at 7:30 o'clock by Professor Hansen. Evening topic: "The Problem of Problems." Appropriate and additional music by the quartet. Thursday evening prayer meeting at 7:46.

TABERNACLE CHURCH—Corner of Meridian and Eleventh streets. The Rev. J. Cumming Smith will preach at 11 a. m. Sunday school, 9:45 a. m. Young people's service, 7 p. m. Unitarian.

ALL SOULS' CHURCH (UNITARIAN)-North Alabama street, near Fifteenth. The Rev. Bimer E. Newbert. Services at 10:45, with sermen by the minister and special music. All seats free. The public cordially invited.

FOR SALE-REAL ESTATE. REAL ESTATE-For sale: 25 farms of different

PRICE, Montezuma, Ind. FOR SALE-MISCELLANEOUS.

sizes, kinds and prices in Parke and Vermillion

counties, Indiana; send for farm list. O. B.

FOR SALE-Barnum's sweet cider and cider vinegar. 348 E. Market st. 'Phone, New 1941. FOR SALE-Or rent: Invalid and reclining chairs. W. D. ALLISON CO., 595 N. Alabama.

All advertisements inserted in these columns are charged at the very low rate of 5 cents a Blank or dash lines at the same price per Telephone 238 and your ad. will be called

FOR SALE—The latest map of Indiana and the 1900 census: prepared especially for the Journal by George F. Cram, the famous map publisher; size, 30x46 inches, on strong map paper; tin rods at top and bottom; embracing a handsome five-color map of Indiana on one side, corrected to date, showing all railroads, all new postoffices, counties in colors, ratiroad stations and all natural features; a marginal index showing 1900 census and alphabetically arranged list of towns, etc.; the other side contains a five-color map of the world and the United States; 50 cents, post-paid. Inquire of any agent of the Journal or address MAP DEPARTMENT, the Journal, In-

WANTED-ROOMS.

dianapolis, Ind.

WANTED-By young lady, pleasantly furnished room, with good board, in private family; room, with good board, in private family desirable location within walking distance of town. Address Box 22, care the Journal.

STORAGE.

STORAGE-INDPLS. WAREHOUSE CO., H. A. Crossland, Mgr. W. E. Kurtz, Pres. 517-523 S. Penn. Telephone 1343. We STORE, PACK and HAUL. STORAGE - The Union Transfer and Storage Company, corner East Ohio st. and Union tracks; only first-class storage solicited. Crating and packing. 'Phones 725.

## FINANCIAL.

FINANCIAL-Insure with FRANK SAWYER. FINANCIAL-The Western & Southern Life Ins. Co., Cin'ti, O. H. T. HEAD, Supt., 415 Newton Claypool Bldg.

FINANCIAL-LOANS-Money on mortgages. C. F. SAYLES & CO., 127 East Market street.

How He Would Have Said It. Philadelphia Ledger.

It was during the reading lesson in one of our public schools that a little lad read in a jerky, expressionless way, "Mamma, see the hawk. The reading was so very poor that the teacher said: "John, you know you would not talk that way to your mother."
"No'm," replied the lad.

"Well, now," said the teacher, in a kindly way, "you read it exactly as you would say it to your mother." And here is his reply: "Look, mom, at that there hawk!"

The Exchange Editor.

Burlington Hawkeye. The brightest editorial pages in the State or Nation are those which contain, in addition to the thoughts of the editor, a wellselected symposium of extracts from other newspapers. It is the sort of editorial page which is of the most value to a discriminating reader, and it contains more genuine thought and imparts more pleasure to the student of the world's affairs.

## Night and Day.

The innocent, sweet Day is dead. Dark Night has slain her in her bed. O Moors are as flerce to kill as to wed! -Put out the light, said he.

sweeter light than ever rayed From star of heaven or eye of maid Has vanished in the unknown shade. She's dead, she's dead, said he.

Now, on a wild, sad after-mood The tawny night sits still to brood lpon the dawn-time when he wooed -I would she lived, said he.

Star-memories of happier times, Of loving deeds and lovers' rhymes, Throng forth on silvery pantomimes -Come back, O Day! said he.

-Sidney Lanier.



PUT HIS FOOT IN IT. Count Doolittle-Be mine and we will live

She-I take that as a personal jar when you know that pa's in the pig business.

PLANS FOR A BIG TUNNEL

TWO GREAT IRON TUBES TO BE DRIVEN UNDER NORTH RIVER.

How the Pennsylvania Road Will Cor struct Its Proposed Line Under the City of New York.

After months of consultation between eminent engineers of New York and other cities the Pennsylvania Railroad Company finally has decided on the methods by which it will build its tunnel under the North and East rivers and Manhattan island, and has advertised for bids on the work and material. The construction under the North river will consist of two single cast iron tubes, entering New York at the foot of West Thirty-second street and runing under that street. They will be built by the shield process. Cast iron tubes will be built in sections behind shields, as the shields are pressed forward and made the cast iron will be a lining of concrete. Among the many precuations arranged to make the tunnel as safe as possible will be two concrete sidewalks built inside the tubes on a level with the car windows and the plans provide that the tubes must be wide enough to allow ample width for these walks. The object of the walks is to provide exits for passengers in cases of accident. From the car windows it will be an easy step to the avenues of safety, and it is calculated that the two walks will contain room sufficient to provide a way of egress to as many passengers as can be accommodated within

Every car, it is claimed, will be fireproof. The tunnel itself will be fireproof. The signal system will be the most perfect known. The lighting power will be separate from that which furnishes operating force, and there are to be numerous hydrants and hose nozzles ready to be put into immediate use in the event of fire. The soll beneath the river is soft, and the SECOND PRESBYTERIAN CHURCH-Corner tubes will not be laid deep enough to reach of Pennsylvania and Vermont streets. The a natural rock bed. Hence they will rest dation made of iron. The East river tunnel will be of similar construction, carrying four tubes. The underground station in New York will extend from Seventh to Ninth avenues, and from Thirty-first to Thirtythird streets. The plans provide that it shall be about forty feet below the street level. Although entirely underground, the station will be the largest in the world in respect to both width, length and trackage. The power to be used in the tunnel, as required by both the States of New York and New Jersey, will be entirely elec-tricity, used through electric locomotives.

Reading Company Operations.

The sixth annual report of the Reading Company showing the operations of the Reading Company, the Philadelphia & Reading Railway Company and the Philadelphia & Reading Coal and Iron Company for the fiscal year ended June 30, 1903, was made public on Friday and will be submitted to the stockholders at their annual meeting on Oct. 12. The net earnings of the three companies before the payment of the Reading Company's dividends and general mortgage sinking fund were \$5,197,782, an increase of \$2,818,960 over the previous year. The detailed statement of the operations of the three companies is in part as fol-

Railway Company-Receipts, \$32,429,791; operating expenses, \$19,092,084; net earnings, fund, improvements, fixed charges and taxes, \$2,317,515, an increase over the previous fiscal year of \$1,091,103.

Coal and Iron Company-Receipts, \$23,379,-40; expenses, \$19,341,137; net earnings, \$3,-938,102; surplus after deducting for new work at collieries, interest on debt to Readng, depletion of lands fund, fixed charges ind taxes, \$170,244.

Reading Company-Income, \$6,431,711; expenses, \$90,950; net earnings, \$6,340,761; surplus after deducting fixed charges and taxes, \$2,110,022. The total accumulated surplus of three companies on June 30, 1903, was \$8,ried by the railway company was 7,932,891, a loss of 1,533,062 compared with the pre-vious fiscal year. The tonnage of bituminous increased from 6,087,088 in 1901-02 to 1.937,325 in 1902-03. The increase in revenue from the coal traje was \$1,071,278. The total production of anthracite from lands owned and leased by the Philadelphia & Reading Coal and Iron Company was 7,582,979, a decrease of 615,295 tons from the production

of the previous year, due to the strike. The coal purchased aggregated 1,008,252 tons, a decrease of 26,037 tons. The cost per ton of coal mined and purchased for the year was \$2.18.8, which is 16c ligher than the cost of the previous year. The principal causes of the higher cost was the increase of wages of employes as awarded by the Anthracite Coal Strike Commission in March last, the increase taking effect from Nov. 4, and also the additional expenses incurred in connection with the strike with the consequent reduction

in tonnage. Overworking Equipment.

The Kansas City Journal compares the cost of maintaining equipment on two roads -the Santa Fe and the St. Paul-and shows overworking equipment. The expense for the two roads for the fiscal year 1903 was as follows: Per locomotive .......\$3.041 \$1.231 \$1.810

.329

Per passenger car..... .872 On freight car........... .100 It is to be borne in mind that the two ines operate over country of vastly differing topography. The rough country and heavy grades of the Santa Fe place it at a great disadvantage when compared with the level country traversed by the St. Paul, but even after making the allowance on this score the difference in the relative cost of maintaining equipment is very striking. The Santa Fe had in commission last year 1,309 engines, and the St. Paul 986. The total engine mileage of the Santa Fe was 39,932,-445, and of the St. Paul 26,925,734. The average mileage of the Santa Fe engines was 30,506, as compared with 27,037 for the St. Paul. This difference of over 3,400 miles represents the work each Santa Fe engine performed over and above those of the St. Paul-about ten miles a day. The difference in cost of maintenance is taken to represent the difference between full work and overwork, and shows that the cost of maintain-

rest.

ing engines and cars in good working order.

with proper rest, is much less than the cost

of such maintenance with practically no

The Great Northern's Report. The annual pamphlet report of the Great Northern Railway Company for the year ending June 30, last, was issued Friday. The report of President J. J. Hill gives minute details as to the financial and physical conditions of the system, but no reference is made to the litigation growing out of the organization of the Northern Securities Company. During the last fiscal year the company has opened for operations six new lines, namely, the Dakota & Great Northern Railway, the Montana & Great Northern Railway, the Washington & Great Northern Railway, the Vancouver, Victoria & Eastern Railway, the Crow's Nest Southern Railway and the Montana & Great Northern Railway. The tonnage of revenue freight hauled

during the year increased 3,506,217 tons. Earnings of passenger trains increased \$1 .-181,114. President Hill also says that there has been no increase in the authorized share capital of the company, which remains at \$125,000,000. A decrease of \$785,000 in the bonded debt of the St. Paul, Minneapolis & Manitoba Railroad is reported, with no change in the bonded debt of any of the proprietary companies.

Why Seaboard Shares Were Weak.

Ladenburg, Thalman & Co., the financial representatives in New York of the Seaboard Air-line interests, had no statement to make Friday regarding the affairs of transportation, compares the operation of

clines. It is known that Ladenburg, Thalman & Co. recently took over the stock market holdings of Middendorf & Co., of Baltimore and J. S. Williams & Co., of Richmond, both of which are identified with the Seaboard system. This explains in part the recent heavy liquidation of such stocks as Pennsylvania, Baltimore & Ohio, Chesapeake & Ohio, Norfolk & Western and a few others of that group. The Middendorf and Williams firms are said to have held from 80,000 to 100,000 shares of these stocks which they offered as collateral for loans. The loans were closed out recently in this city and the stocks offered for sale in the

market. A meeting of the executive committee of the Seaboard Air-line was held yesterday and latter announcement was made of the election of B. H. Yoakum as chairman. It is understood that Mr. Yoakum's election to this position took place a week or more ago, but for certain reasons was not disclosed. It is declared on excellent authority that Mr. Yoakum will not become

president of the Seaboard system.

Earnings of the New York Central. An increase of nearly \$7,000,000 in the Railroad system for the fiscal year ended on June 30, 1903, is shown by the annual report just issued. Owing to extraordinary ncreases in the items charged to operating | right without a hostler to harness me and expenses the net earnings were only \$106,084 in excess of the previous year. The report shows the total mileage of road operated to be 3,422.66 miles. The stock outstanding on June 30 was \$132,250,000, leaving a balance authorized and unissued of \$17,750,000. The total funded debt is \$194,780,546, against \$193,778,355 for the previous year.

The earnings from operation for the year were \$77,605,777, as against \$70,903,868 for the previous year; and the expenses of operations, \$55,459,314, making the net earnings from operations \$24,146,463. All the departments showed an increase of earnings over the previous year with the exception of the bassenger receipts, which fell off \$225,509. Other income, \$5,272,744, showing an increase of \$396,721, mainly due to additional revenue from securities owned. The total outlay for the year for renewals and improvements was \$13,267,928. The net income was \$9.024,308, showing an increase of \$707,585, and the surplus \$2,120,146, of which the sum of \$1,750,000 was set aside as a special fund for betterments of the property.

General Notes. The Mobile & Ohio is to expend \$100,000 in

wharf improvements at Mobile W. M. Connor, general agent at Cincinnati of the Southern Pacific, was in the city yesterday. The Santa Fe's earnings in July showed a gain of 17 per cent., due to the heavy

vement of merchandise. The Canadian Pacific's gross earnings the past season have shown an increase averaging more than \$100,000 per week.

General Orland Smith, vice president of the Baltimore & Ohio Railroad Company prior to the receivership, is critically ill at his home in Chicago. The Southern Pacific is endeavoring to arrange with other lines for straight tickets to Cuba from any point in the United States

via New Orleans and the Southern Pacific steamers. Western roads have refused to join the trunk line and Central Passenger Association roads in granting reduced rates to government employes desiring to return

Through hearty co-operation of all roads interested the congested condition of the freight yards at East St. Louis has been so far relieved that on Thursday but 1,563 cars were reported held on tracks. Quite recently the number of cars thus held was reported as over 12,000.

C. L. Ewing has been appointed superin endent of the St. Louis division of the Illinois Central Railroad, with headquarters in Carbondale, Ill., and W. S. King has been made assistant general superintendent of the Yazoo & Mississippi Valley Railroad, with headquarters at Memphis. Several minor changes are to be made.

A. L. Ellett, traveling passenger agent of the Chesapeake & Ohio, with headquarters at Cincinnati, was in the city yesterday. He reports that travel over the C. & O. during the summer has been phenomenally great. During the season he made a num-\$13,337,707; surplus after deducting insurance | ber of trips to the East and found that all roads were enjoying the best patronage (both through and local) in their history. A suit was begun Thursday in the United States Court at Kansas City by Commissioner Trickett, of the Kansas City Transportation Bureau, against the Western railroads represented in the Transmissouri Freight Bureau and the Western Trunk Lines committee. The suit attacks these organizations on the ground that they exist and operate in violation of the interstatecommerce law, which forbids any form of

pooling. Mr. Hill, president of the Northern Se curities Company, is now in New York, on the 8th, and incidentally to look after the result of the meeting of the Northern Pacific stockholders to be held next Tuesday. It is admitted by leading directors of the Northern Pacific that Mr. Hill is in position to dictate the choice of a president for that company to succeed Mr. Mellen, but he steadily refuses to say what is his

cal changes in its time schedule. It will also inaugurate, in conjunction with the Wabash, a through sleeping car service via St. Louis, between Chicago and Los An- that, I bet you. He's like a dog-breeder geles, Cal. The equipment, it is promised, will be first-class in every respect, and thoroughly up to date. The new service will not only shorten the time between St. Louis and Texas points, but will make the run from St. Louis to Los Angeles in twelve hours less time than the present schedule. Hugh L. Bond and George L. Potter, respectively second and third vice presidents of the Baltimore & Ohio Railroad, yesterday met the four grand officers of the labor unions, the brotherhoods of engineers, firemen, conductors and trainmen, and a committee of employes consisting of forty dele-gates representing the employes, regarding "There's enough like that kind, though, I'd seen his picture in the papers, so I just "interrupted Uncle Peter. "I could take a called to him, and said, Mr. Peter Bines after adjournment that nothing had been decided, but that the same persons would hallways; the shot wouldn't have to be you said, and he'll be ready for you at 2 engine, passenger car and freight car on meet again to-day to discuss the grievances

which the workmen insist must be ad-With the completion of its new car shops at Scranton, the Lackawanna Railroad will have a plant covering 158,400 square feet, equipped with every modern appliance for repairing its rolling stock. The shops are not located at the geographical center of the road, but very close to the traffic center, a great portion of the road's business originating in the anthracite coal regions about Scranton. There are numerous buildings in the plant, including a power house of ample capacity and two freight

car repair shops covering an area of 60,-000 square feet. The homeseekers' excursions invited by the Western and Southwestern roads have thus far been more liberally patronized than in any preceding year. While there is no doubt that many of those availing themselves of the cheap rates have done so through a desire to visit new and strange territory at small cost, hundreds and even thousands of them will eventually settle on the cheap lands along the different lines | and help to build up the country and bring business to the roads. Returns from these excursions are not always prompt, but firm of Arledge & Jackson, presented a long they are pretty sure in the end.

The Lehigh Valley Railroad Company has decided, through its board of directors, to issue new bonds to the amount of \$150,000,000 to be secured by a general consolidated mortgage, covering the properties of the Lehigh Valley Railroad Company, the stock of the Lehigh Valley Coal Company of Pennsylvania and the stock of the six consolidated New York and the six New Jersey railway companies, with other stocks owned by the Lehigh Valley. The funds raised by this issue are to be used for placing the Lehigh Valley and its subsidiaries in the highest state of efficiency. The mortgage contains a provision that any amount of bonds issued thereunder, not exceeding \$25,000,000 at any one time, may be converted into stock at the pleasure of the holders of the same.

The railroad interests represented by James J. Hill and E. H. Harriman, consisting of the Burlington, Northern Pacific and Great Northern on the one hand, and the Union Pacific, Central Pacific, Southern Railroad and Navigation Company, on the | tons. other, are said to have entered into an offensive and defensive alliance with respect to the territory east of Chicago. An evidence of this is found in the recent election of Mr. Harriman to a place in the directorate of the Erie. The necessity for the alliance of Harriman and Hill in the Erie is shown in the fact that nearly all the main trunk arteries east of Chicago, Pittsburg and Buffalo are amalgamated into the Vanderbilt and Pennsylvania groups, which, unless checked in some way, can dominate all the traffic affairs in the territory east of Chicago and St. Louis and

north of the Ohio river. Mr. Paish, an Englishman, writing to the

# THE SPENDERS A TALE OF THE THIRD GENERATION

By Harry Leon Wilson Copyright, 1902, by Lothrop Publishing Company. All rights reserved.

CHAPTER XXIX.

UNCLE PETER BINES THREATENS TO RAISE SOMETHING. Uncle Peter and Billy Brue left the Hightower at midnight. Billy Brue wanted to walk down to their hotel, on the plea that they might see a fight or a fire "or something." He never ceased to feel cheated when he was obliged to ride in New York.

But Uncle Peter insisted on the cab.

"Say, Uncle Peter," he said, as they rode down, "I got a good notion to get me one of them first-part suits-like the minstrels wear in the grand first part, you knowonly I'd never be able to git on to the track see to all the buckles and cinch the straps right. They're mighty fine, though."

Finding Uncle Peter uncommunicative, he mused during the remainder of the ride, envying the careless ease with which Percival and his friends, and even Uncle Peter, wore the prescribed evening regalia of gentlemen, and yearning for the distinguished effect of its black and white elegance upon

Billy Brue regretfully sought his bed, marveling how free people in a town like New York could, ever bring themselves to waste time in sleep. As he dozed off, he could hear the slow, measured tread of Uncle Peter pacing the floor in the next room. He was awakened by hearing his name

called. Uncle Peter stood in a flood of light at the door of his room. He was fully dressed.

"Awake, Billy?"

"Is it gittin'-up time?"

The old man came into the room and lighted a gas-jet. He looked at his watch. "No; only a quarter to 4. I ain't been to bed yet." Billy Brue sat up and rubbed his eyes.

"Rheumatiz again, Uncle Peter?" "No; I been thinkin', Billy, How do you like the game?"

He began to pace the floor again from one room to the other. "What game?" Billy Brue had encoun-

tered a number in New York. "This whole game-livin' in New York." Mr. Brue became judicial. "It's a good game as long as you got money to buy chips. I'd hate like darnation to

go broke here. All the pay-claims have been

"I doubt it's bein' a good game any time, Billy. I been actin' as kind of a lookout now fur about forty days and forty nights, and the chances is all in favor of the house. You don't even get half your money on the high card when the splits come."

Billy Brue pondered this sentiment. It was "The United States of America is all right,

Billy." This was safe ground.

"Sure!" His mind reverted to the evening just past. "Of course there was a couple of Clarences in high collars there to-night that made out like they was throwin' it down; but they ain't the whole thing, not by a long shot." "Yes, and that young shrimp that was

talkin' about 'vintages' and 'trouserings.' " The old man paused in his walk. "What are 'trouserings,' Billy?" Mr. Brue had not looked into shop windows day after day without enlarging his

knowledge.

"Trouserings," he proclaimed, rather importantly, "is the cloth they make pants "Oh! is that all? I didn't know but it might be some new kind of duds. And that fellow don't ever get up till 11 o'clock a. m. I don't reckon I would myself if I didn't have anything but trouserings and vintages to worry about. And that Van Arsdel boy!" "Say!" said Billy, with enthusiasm, "I never thought I'd be even in the same room with one of that family, 'less I pried open the door with a jimmy. "Well, who's he? My father knew his grandfather when he kep' tavern over on

the Raritan river, and his grandmother!-this shrimp's grandmother!-she tended bar. "Yes, they kep' tavern, and the old lady passed the rum bottle over the bar, and took in the greasy money. This here fellow. now, couldn't make an honest livin' like

would say-got the pedigree, but not the Mr. Brue emitted a high, throaty giggle. "But they ain't all like that here, Uncle Peter. Say, you come out with me some night jest in your workin' clothes. I can show you people all right that won't ask to see your union card. Say, on the dead, Uncle Peter, I wish you'd come. There's a lady perfessor in a dime museum right down | breakfast. here on Fourteenth street that eats fire and I juggles the big snakes-say, she's got a look-out acted suspicious, but I saw the complexion-"

rammed, either; 'twouldn't have to scatter so blamed much." "Oh, well, them society sports-there's got to be some of them-" me of what Dal Mutzig tells about the time | stuff all right.' they started Pasco. 'What you fellows makin' a town here fur?' Dal says he asked 'em. and he says they say, 'Well, why not? The land ain't good fur anything else, is it?" they says. That's the way with these shrimps; they ain't good fur anything else. | Uncle Peter, there's folks in that buryin'-There's that Arledge, the lad that keeps ground been dead over two hundred years, his mouth hangin' open all the time he's if you can go by their gravestones. Gee! I lookin' at you-he'll catch cold in his works, first thing he knows-with his gold monogram on his cigarettes."

"He said he was poor," urged Billy, who had been rather taken with the ease of Ar- | there. Git into the bucket and go up to the ledge's manner. "Fine, big, handsome fellow, ain't Strong as an ox, active and perfectly gold letters." healthy, ain't he? Well, he's a pill! But his old man must 'a' been on to him. Here, here's a piece in the paper about that fine big strappin' giant-it's partly what got me to thinkin' to-night, so I couldn't sleep. Just listen to this," and Uncle Peter read: "E. Wadsworth Arledge, son of the late James Townsend Arledge, of the dry goods affidavit to Justice Dutcher, of the Supreme Court, yesterday, to show why his income of six thousand dollars a year from his father's estate should not be abridged to pay a debt of \$489.32. Henry T. Gotleib, a grocer, who obtained a judgment for that general principles. "Sure! Why not?" amount against him in 1895, and has been unable to collect, asked the court to enjoin

tons, the average on the London & North- | far as any return upon favors granted was western was but 68.6 tons. He quotes sta- concerned. Now they have the backing of tistics further to show that from 1872 to the Elkins law, which forbids the issuance 1890 the average trainload on the Lake of passes to secure business, and see in it Shore increased from 134 tons to 455. In the the opportunity to put an end to the syssame time the average trainload on the tem of which they are anxious to avail East Indian railways increased from 113.75 | themselves. to 196, and that of the London & Northwestern from 59.4 to 68.6-or 10 per cent. increase in England, 72 per cent. in India and 239 per cent, in the United States, The | Portland Oregonian. Philadelphia Record says that if Mr. Paish will take a look at the record of the Reading's operations he will find that on that should have his expenses paid. Otherwise road one engine has handled a train of his salary shrinks to a figure that is sure twenty-seven heavily loaded cars, the ag- to be incommensurate with his work. This Pacific, Oregon Short Line and Oregon gregate weight of the train being 5,300 seems to be recognized in every branch of

action was taken, but consensus was that | clerk spends half his time in a cramped at which definite action will be taken and | yet out of it he has to pay all his expenses

Judge Henley P. Manderson, and the Union Fidelity Trust Company, as executors of the Arledge estate, from paying Mr. Arledge his full income until the debt has been discharged. Gotlieb contended that Arledge could sustain the reduction required.

'James T. Arledge died about two years ago, leaving an estate of about \$3,000,000. He had disapproved of the marriage of his son and evinced his displeasure in his will. The son had married Flora Florenza, an actress. To the son was given an income of \$6,000 a year for life. The rest of the estate went to the testator's widow for life, and then to charity.

"Here is the affidavit of E. Wadsworth "'I have been brought up in idleness, under the idea that I was to inherit a large estate. I have never acquired any business habits so as to fit me to acquire property, or

to make me take care of it. "'I have never been in business, except nany years ago, when I was a boy, when I was for a short time employed in one of the stores owned by my father. For many years orior to my father's death I was not employed, but lived on a liberal allowance nade to me by him. I am a married man, and in addition to my wife have a family of two children to support from my income. 'All our friends are persons of wealth and of high social standing, and we are compelled to spend money in entertaining the many friends who entertain us. I am a They went to their connecting rooms, and member of many exclusive clubs. I have absolutely no income except the allowance I receive from my father's estate, and the same is barely sufficient to support my fam-

> " 'I have received no technical or scientific education, fitting me for any business or profession, and should I be deprived of any portion of my income, I will be plunged in debt anew.

'The court reserved decision.' "You hear that, Billy? The court reserved decision. Mr. Arledge has to buy so many gold cigarettes and vintages and trouserings, and belong to so many clubs, that he wants the court to help him chouse a poor grocer out of his money. Say, Billy, that judge could fine me for contempt of court, right now, fur reservin' his decision. You bet Mr. Arledge would 'a' got my decision right hot off the griddle. I'd 'a' told him, You're the meanest kind of a crook I ever heard of fur wantin' to lie down on your fat back and whine out of payin' fur the grub him, 'and now you march to the lock-up till you can look honest folks in the face,' I'd tell him. Say, Billy, some crooks are worse than others. Take Nate Leverson out there. Nate sat up night and day for six years inventin' a process fur sweatin' gold nto ore; finally he gets it; how he does it, nobody knows, but he sweat gold eighteen inches into the solid rock. The first few holes he salted he gets rid of all right, then of course they catch him, and Nate's doin' time now. But say, I got respect fur Nate since readin' that piece. There's a good deal of a man about him, or about any common burglar or sneak thief, compared to this duck. They take chances, say nothin' of the hard work they do. This fellow won't take a chance and won't work a day. Billy, that's the meanest specimen of crook I ever run against, bar none, and that crook is pro-duced and tolerated in a place that's said to be the center of 'culture and refinement and practical achievement.' Billy, he's a

"That's right," said Billy Brue, promptly throwing the recalcitrant Arledge over-"But it ain't none of my business. What I do spleen again, is havin' a grandson of mine livin' in a community where a man that'll act like that is actually let in their houses by honest folks. Think of a son of Daniel J. Bines treatin' folks like that as if they was his equals. Say, Dan'l had a line of faults, all right-but, by God! he'd a trammed ore fur two twenty-five a day any ime in his life rather'n not pay a dollar he owed. And think of this lad making his bed in this kind of a place where men are brought up to them ways; and that name; think of a husky, two-fisted boy like him ettin' himself be called by a measly little gum-drop name like Percival, when he's got a right to be called Pete. And he's right in with 'em. He'd be jest as bad—give him a little time; and Pishy engaged to a damned fortune-hunting Englishman into the bargain. It's all Higbee said it was, only it goes double. Say, Billy, I been thinkin' this over all night.' "'Tis mighty worryin', ain't it, Uncle

"Sure, you must 'a' got it down to cases. Billy, listen now. There's a fellow down n Wall street. His name is Shepler, Rulon Shepler. He's most the biggest man down

"Sure! I heard of him. "Listen! I'm going to bed now. I can sleep since I got my mind made up. But I want to see Shepler in private to-morrow. Don't wake me up in the morning. But get up yourself, and go find his office-look in a directory, then ask a policeman. Shepler's a busy man. You tell the clerk or whoever holds you up that Mr. Peter Bines wants an appointment with Mr. Shepler as soon as he can make it-Mr. Peter Bines, of Montana City. Be there by 9:30 so's to get him soon as he comes. He knows me; tell him I want to see him on business soon as possible, and find out when he can give me time. And don't you say to any one else that I ever seen him or sent you there. Understand Don't ever say a word to any one. Remember, now, be there by 9:30, and don't let any clerk put you off, and ask him what hour'l be convenient for him. Now get what sleep's

comin' to you. It's 5 o'clock."

At noon Billy Brue returned to the hotel to find Uncle Peter finishing a hearty

"I found him all right, Uncle Peter. Th main guy himself come out of a door-like o'clock. He knows mines, all right, out our way, don't he?-and he crowded a handful of these tin-foil cigars on to me, and acted real sociable. Told me to drop in any time. | m. Next and last car leaves at 11:15 p. m. "Yes, and the way they make 'em reminds Say, he'd run purty high in the yellow

> "At 2 o'clock, you say?" "And what's his number?" "Gee, I forgot; I can tell you, though. You go down Broadway to that old church-say, didn't s'pose anybody'd been dead that long -then you turn down the gulch right opposite, until you come to the Vandevere build ing, a few rods down on the left. Shepler's second level, and you'll find him in the lefthand back stope-his name's on the door in

> your head shut about all I said last night about anything. Don't you ever let on to a soul that I ain't stuck on this place and its people-no matter what I do."
> "Sure not! What are you going to do Uncle Peter?" The old man's jaws were set for some seconds in a way to make Billy Brue suspect he might be suffering from cramp. It seemed, however, that he had merely been thinking intently. Presently he said:

"All right. And look here, Billy, keep

"I'm going to raise hell, Billy." "Sure!" said Mr. Brue-approvingly on

[To be Continued To-morrow.]

The Railway Postal Clerk.

When an employe has to spend half his time traveling, it is manifestly fair that he the government service except in the case An informal meeting of the executive offi- of the railway mail clerks, a strange excers of the Chicago lines was held on Thurs- | ception when the exacting nature of their day to discuss the pass system. No final | work is considered. The railway postal something must be done to restrict the railway car, working at high pressure for issuance of passes, which has grown to be shifts that vary from fourteen to twentyan evil of no small proportions. A general four hours. His salary is not any too great meeting will be held at Chicago on the 15th, for the exacting work he has to perform.

a determined effort made to root out the for subsistence, which means, especially in evil. In their efforts to build up business the case of a married man, a very considerin past years the industrial departments able loss. This is on the face of it unjust, of Western roads spent much effort in se- and the postal clerks, in their effort to have curing the creation of boards of trade in expenses allowed, should have the support cities along their lines. To the officials of of the public, which benefits more from these bodies, as well as to many of their their accurate work than most people real-London Statist on the subject of railway friends, annual passes were given, under ize. The postal clerk never comes in conthe belief that by making friends in this tact with the public; his very existence is the company. Seaboard shares were very | English roads with those of America, and | way the donors of the passes would be | unknown. And yet in a swaying car he weak on the curb, opening with losses of wonders at the vast difference in the building up traffic for their roads, and the distributes the mail for a great section of weak on the curo, opening with losses of weight of trains hauled in the respective number of passes issued soon mounted up country. He must have absolutely accurate into the thousands. The roads now feel knowledge of all rail, water and trolley concommon stocks, later making further de- trainload on the Pennsylvania was 484.6 that they have been in a losing game, so nections in h's territory.

SUMMER RESORTS.

THE CARLSBAD OF AMERICA The new West Baden Springs Hotel, at West Baden, Ind., on the Monon R. R. The most unique hotel in the world. Open throughout the year. Cost, with furnishings, \$1,500,000. American can and European plans. Contains 708 rooms with private baths and all modern conveniences

Absolutely fireproof THE ONLY FIREPROOF HOTEL IN WEST BADEN FRENCH LICK VALLEY. Physicians prescribe West Baden waters as the best curative agents known for all aliments of the stomach, liver and kidneys, including rheumatism and catarrhal troubles. For particular, rheumatism and catarrhal troubles. For par-ticulars address WEST BADEN SPRINGS CO.

RAILROAD TIME CARD.

West Baden, Ind.

P. M. time is in BLACK figures. Trains marted thus: '-Daily; S-Sleeper; P-Parlor Car; C-Chair Car; D-Dining Car; t-Except Sunday: l-Sunday only. Daily except Monday. BIG FOUR ROUTE.

City Ticket Office, No. 1 East Washington St. Depart. Arriva Fort Wayne express. Union City and Cleveland accom ..... 11.19
New York and Boston limited, d s.... 2.55
New York and Boston limited, d s.... 44.45 N. Y. and Bos. "Knickerbocker," ds. \*6.25\*
BENTON HARBOR LINE. Benton Harbor express ..

Senton Harbor express, p ...... Elkhart accommodation .4.45 ST. LOUIS LINE. "The World's fair Route"

St. Louis southwestern, lim, d s.... St. Louis limited, d s.... Terre Haute and Mattoon accom... "Exposition Flyer" CHICAGO LINE Kankakee accommodation.... afavette accommodation. hicago White City special, d p .... Chicago night express. s .. 12.05 CINCINNATI LINE

Vernon and Louisville ex, s ........ 8.45 Vernon and Louisville ex......
PEORIA LINE. Peoria, Bloomington, m and ex ..... Peoria and Bloomington, fex. dp ..... 11.50 SPRINGFIELD AND COLUMBUS LINE.

IN., HAM. & DAYTON RI City Ticket Office, 8 & 10 N. III. St. Claypool Hotel. incinnati express, s c... \*4.00 incinnati fast mail, s.... \*8.05 Dincinnati and Dayton express ..... \*7.02 hicago Express..... Springfield and Decatur Ex. s c....\*11.10

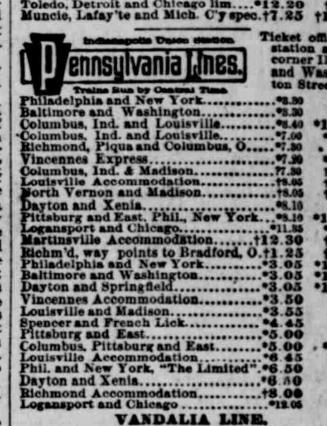
Lake Erie & Western R. R.

Chicago fast mail, s, pd .....

CHI., IND. & LOUIS RY.

Ticket Office, 8 & 10 N. III. St.

Chi'go night ex, ... 12.55



Western Express..... Terre Haute and Effingham Acc.... Terre Haute express..... 

INDIANA UNION TRACTION CO. Station, Magnolia building, corner Kentucky venue and South Capitol. For Anderson, Muncie, Marion, Alexandria, Elwood and Tipton and intermediate stations, leave 4:15 a. m. and each hour thereafter until 9:15 p. m. and 11:15 p. m.

Limited trains for Anderson and Muncie, arriving in Anderson in 1 hour and 25 minutes and Muncie in 2 hours, leave at 8 and 11 a. m. and 3 and 5 p. m. trains and 5 p. m. The 11 a. m. and 5 p. m. make direct connection at Anderson with limited trains for Elwood.

Express Department — Consignments received until 12 o'clock noon for delivery, same day, to

all points between Indianapolis and Muncie; un-til 8 p. m. for delivery to all points before 6 o'clock next morning, including Muncie, Ander-son, Alexandria, Elwood, Tipton and Marion. INDIANAPOLIS & EASTERN RY, CO. GREENFIELD LINE.

General Offices, Franklin Building.

All Cars Depart from Meridian and Georgia Streets. Time Table Effective Sept. 28, 1903. For Richmond, New Castle and intermediate stations. Passenger cars leave on the following by the figures presented the unwisdom of the grievances of the employes. It was said double-barrel shotgun up to that hotel and wants to see you, like that. He took me hours: 6:57 a. m., 8:57 a. m., 10:57 a. m., 12:57 get nine with each barrel around in them right into his office, and I told him what p. m., 2:57 p. m., 4.57 p. m., except Sunday, hallways; the shot wouldn't have to be you said, and he'll be ready for you at 2 when cars leave every hour from 6:57 a. m. until 6.57 p. m. For Greenfield, Knightstown and intermediate stations. Passenger cars leave: First car at 5:57 a. m. and each hour thereafter until 9:57 p. Combination passenger and express cars leave at 5:57 a. m., 7:57 a. m., 11:57 a. m., 3:57 p. m.

-Freight Cars.For Greenfield and intermediate stations only. Arrive at 7:50 a. m. and leave at 9 a. m. Alse arrive at 2:20 p. m. and leave at 3:30 p. m. INDIANAPOLIS & MARTINSVILLE RAPID TRANSIT CO. Waiting Room and Station,

47 Kentucky Avenue. First car leaves from in front of No. 47 Ken-tucky avenue for Martinsville and intermediate stations at 5:30 a. m. and every hour thereafter, on the half-hour mark, until 6:30 p. m. The 7:30 p. m. car runs only to Mooresville, the 8:30 car runs to Martinsville and the next and last car leaves at 11:30 p. m., running to Martins-

Leaving Martinsville for Indianapolis and in-termediate stations, first car at 5:30 a. m. and every hour thereafter, on the forty-minute mark, until 6:40 p. m. The 7:40 p. m. car runs only to Mooresville, the 8:40 car to Indianapolis and the next and last car leaves at 10:40, running to Indianapolis. Cars leave Mooresville for Indianapolis and Martinsville at 5:30 a. m.

Express car arrives at Indianapolis at 7:40
a. m. and departs at 9:10 a. m.; also arrives at 1:48 p. m. and departs at 3:10 p. m.

INDIANAPOLIS, GREENWOOD FRANKLIN R. R. CO. Passenger cars leave Pennsylvania and Wash-Passenger cars leave remassivanta and Washington streets. First car at 6 a. m. and hourly thereafter until 10 p. m., inclusive. Last car leaves at 11:15 p. m. On Saturdays and Sundays cars leave also at 1:30, 2:30, 3:30, 4:30 and 5:30

p. m. Combination passenger and express car leaves Georgia and Meridian streets for Greenwood only at 9:30 a. m. and 3:30 p. m. INDIANAPOLIS, SHELBYVILLE & SOUTHEASTERN TRACTION CO.

Cars leave Indianapolis for Shelbyville and all intermediate stops from the corner of Washing-ton and Meridian streets on the following hours: ton and Meridian streets on the following hours: 5, 6, 7, 8, 9, 10, 11 a. m., 12 o'clock noon and 1, 2, 5, 6, 7, 8, 9 and 11:20 p. m.

3, 4, 5, 6, 7, 8, 9 and 11:20 p. m.

3, 4, 5, 6, 7, 8, 9 and 11:20 p. m.

Cars leave Shelbyville for Indianapolis and all intermediate stops as follows: 4:57, 5:57, 8:57, 1:57, 1:57, 8:57, 9:57, 10:57, 11:57 a. m. and 12:57, 1:57, 1:57, 3:57, 5:05, 5:57, 6:57, 7:57, 8:57 and 11:20 p. m. Round-trip tickets, Indianapolis to Shelbyvilla, can be purchased at Huder's drug store, corner washington and Pennsylvania streets, and at the Washing the E Ensley pharmacy, Stubbins Hotel block.

E E Saturday and Sunday Special Schedule. On Saturday and Sunday Special Schedule.—
On Saturday and Sunday, beginning at 5 a. m.,
a car will leave Indianapolis each half hour,
excepting 5:30 and 9:30 a. m. and 1:30, 5:30 and
11:30 p. m. The last car leaves at midnight.
Leaving Shelbyville the cars will be a second of the cars will be a second or Leaving Shelbyville the cars will run on the half hour, beginning at 4:27 a. m., excepting 7:27 and 11:27 a. m. and 2:27 and 7:27 p. m. Last car

will leave Shelbyville at 11:32 p. m. INDIANAPOLIS, COLUMBUS & SOUTH-ERN TRACTION CO.

r'assenger cars leave Pennsylvania and Washington streets for Southport, Greenwood, White-land, Franklin, Amity, Edinburg, Taylorsville Columbus—First car at 6:00 a. m. and every thereafter until 10 p. m.; the last car leaves at 11:15 p. m. Every car runs thre

Combination passenger and express car leaves Georgia and Meridian streets for Greenwood only at 9:30 a. m. and 3:30 p. m.